BookletChart™

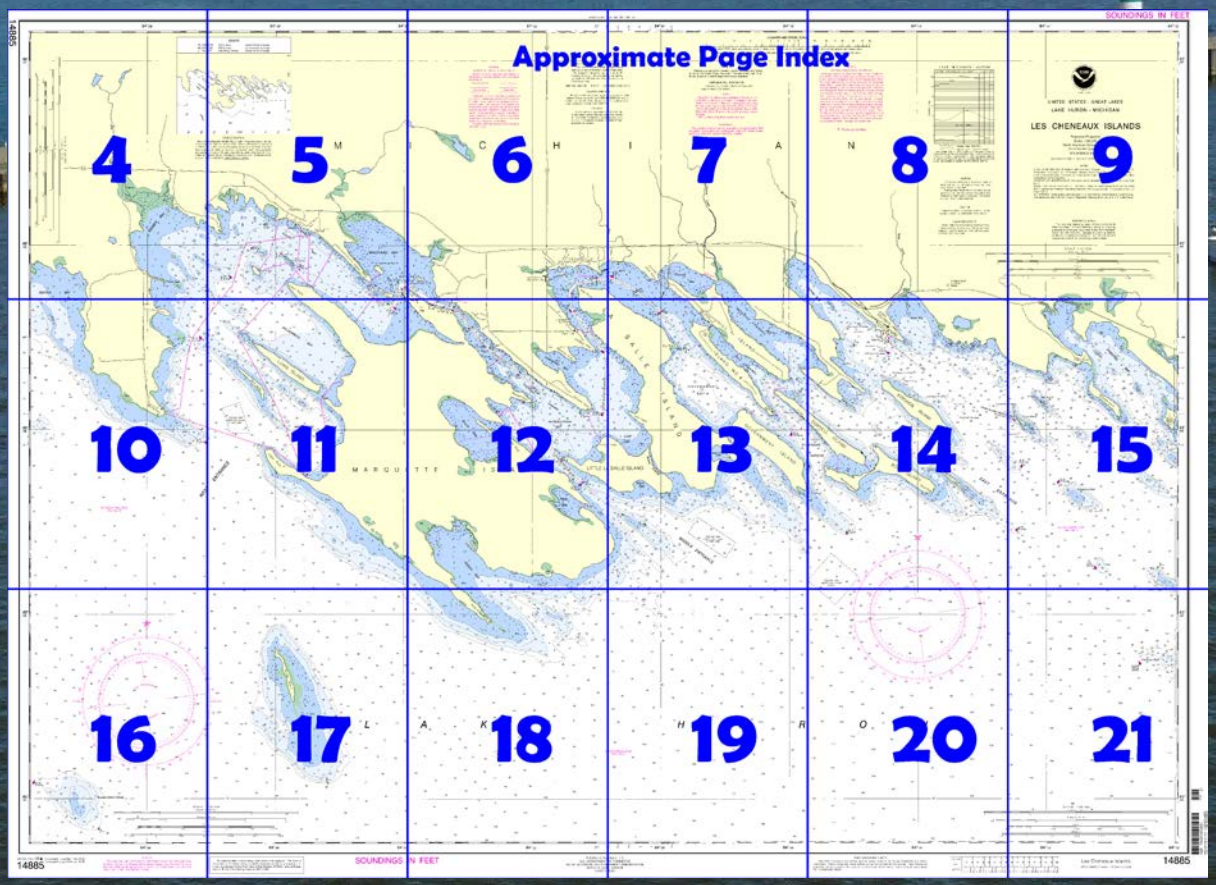
Les Cheneaux Islands

NOAA Chart 14885

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14885.

(Selected Excerpts from Coast Pilot)
Goose Island, 3.3 miles southeast of Brulee Point, is 1.3 miles long northwest and SE and 1,000 feet wide or less. The island is on a very shallow bank that extends about 0.5 mile offshore around the island. The bank is covered with numerous small islets and rocks, submerged and awash. The south end of the bank is marked by a buoy. **Goose Island Shoal,** with a least depth of 2 feet, is 3 miles southwest of Goose Island. The shoal is marked on the southeast side by a buoy and on the west side by a lighted buoy.

Les Cheneaux Islands are an extensive island group bordering the shore for about 15 miles E from Brulee Point. The islands and their neighboring shoals, as well as the numerous points jutting among them from the adjacent shoreline, have a characteristic trend from northwest to southeast. The many inlets and channels formed between the islands and points have considerable deep water, but are so obstructed by banks and detached shoals as to be navigable only by small craft.
Channels.–A small-craft channel, marked by lighted and unlighted buoys, leads from Brulee Point on the W generally between the north side of the islands and the mainland to the east entrance through **Scammons Harbor,** about 8 miles east of Brulee Point. The channel is dredged along the north sides of **Marquette Island** and **La Salle Island,** the largest islands in the group. Another dredged channel leads through **Middle Entrance** between Marquette Island and **Little La Salle Island.** In 2008, the controlling depths were 3 feet in the channel along the north side of Marquette Island (except for a 2-foot shoal along the west side of the channel in about 45°59'25"N., 84°24'08"W.), and 4 feet in the channel to the west and north of La Salle Island. The controlling depth was 6½ feet in the Middle Entrance channel. In 1999, a large rock was reported to be in Les Cheneaux Channel about 250 feet southeast of Buoy 15 in about 45°59'34"N., 84°23'55"W.
Numerous private buoys and several private lights mark small-craft hazards, such as rocks and shoals, throughout the island group. Several private buoys also mark secondary channels used by local boatmen.
Hessel, MI, is a town 3 miles northeast of Brulee Point opposite the northwest end of Marquette Island. A public docking facility developed by the Michigan State Waterways Commission behind a breakwater just south of the Post Office provides water, transient berths, gasoline, electricity, sewage pump-out facilities, a launching ramp and harbormaster services. The harbormaster monitors VHF-FM channels 16 and 9. Marinas to the east and west provide gasoline, diesel fuel, and marine supplies. A 25-ton hoist is available for hull and engine repairs.
Cedarville, MI, is 3.3 miles east of Hessel, opposite the north end of La Salle Island. A marina 0.8 mile south of the town provides transient berths, water, electricity, sewage pump-out, and marine supplies. A 50-ton lift can handle 60-foot boats for hull and engine repairs.
Port Dolomite, MI, on the northeast side of the entrance to **McKay Bay** about 4 miles east of Cedarville, is a private dock of the Michigan Limestone Operations, Cedarville Plant. A privately dredged approach channel, marked by a private **309°** lighted range, leads to the southwest side of the dock where vessels berth. In 2004, the controlling depth alongside the dock was 23 feet. A lighted buoy just south of the dock marks the north end of a shoal with a least depth of 16 feet.
There are several dangers in the approach to Port Dolomite. **Crow Island,** 2 miles southeast of Port Dolomite, is marked by a light. Shoals extend 0.1 mile N and 0.5 mile southeast from the island. A shoal, 0.4 mile southwest of Crow Island, has a least depth of 10 feet and is marked off the southeast side by a lighted buoy. **Surveyors Reef**, 1 mile southeast of Crow Island, has several bare spots and is marked on the northwest end by a lighted buoy. **Tobin Reef,** with several bare spots, is marked at the northwest end by a buoy 1.3 miles southeast of Surveyors Reef. A 16-foot shoal is 0.6 mile west of Tobin Reef. **Pomeroy Reef,** with a least depth of 12 feet, is 0.9 mile south of Tobin Reef. A lighted gong buoy off the west end of the reef marks the turning point for vessels bound for Port Dolomite.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Table of Selected Chart Notes

Ⓟ Pump-out facilities

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Sault Ste, Marie, MI KIG-74 162.55 MHz (Chan WX-1)

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

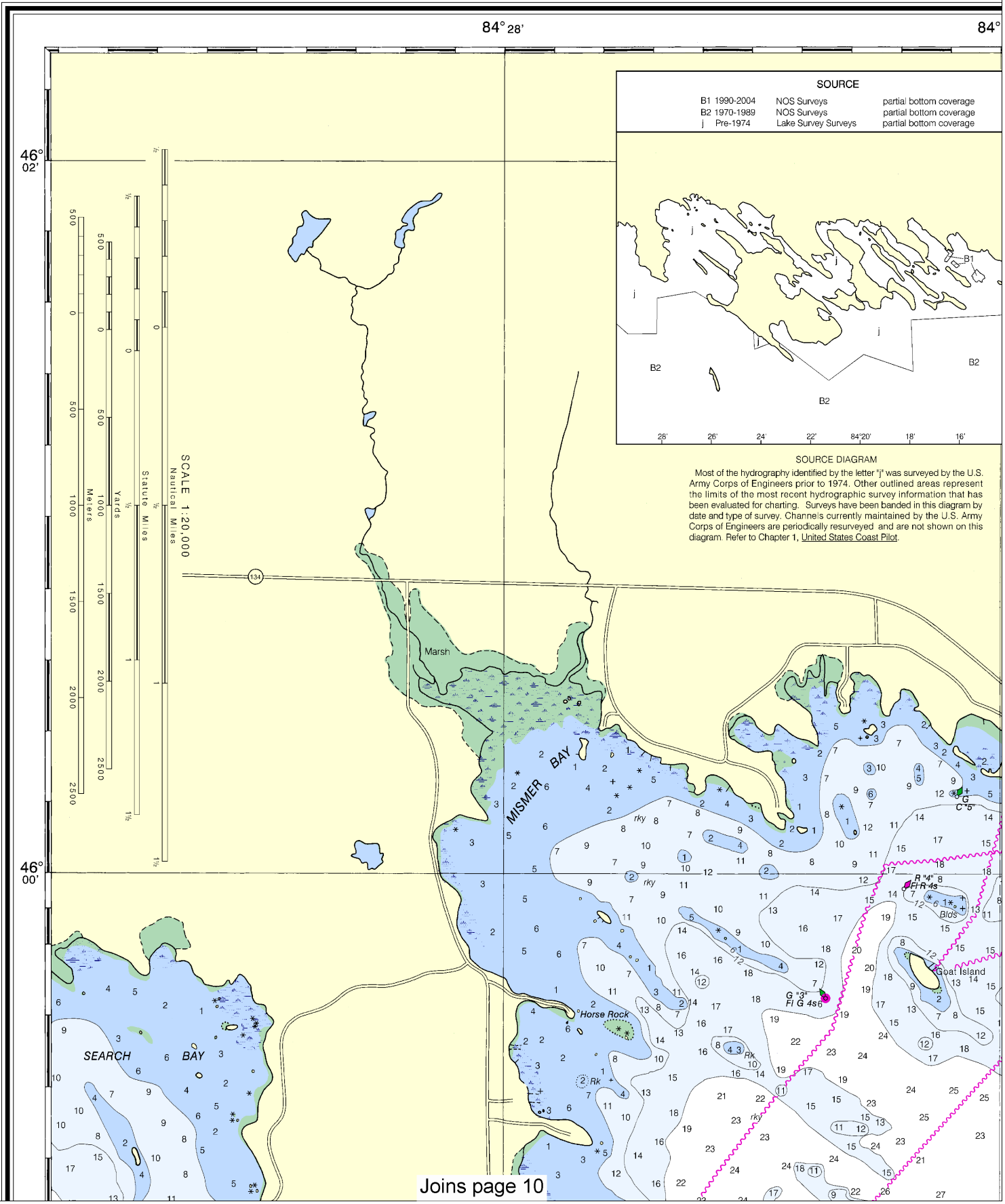
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).



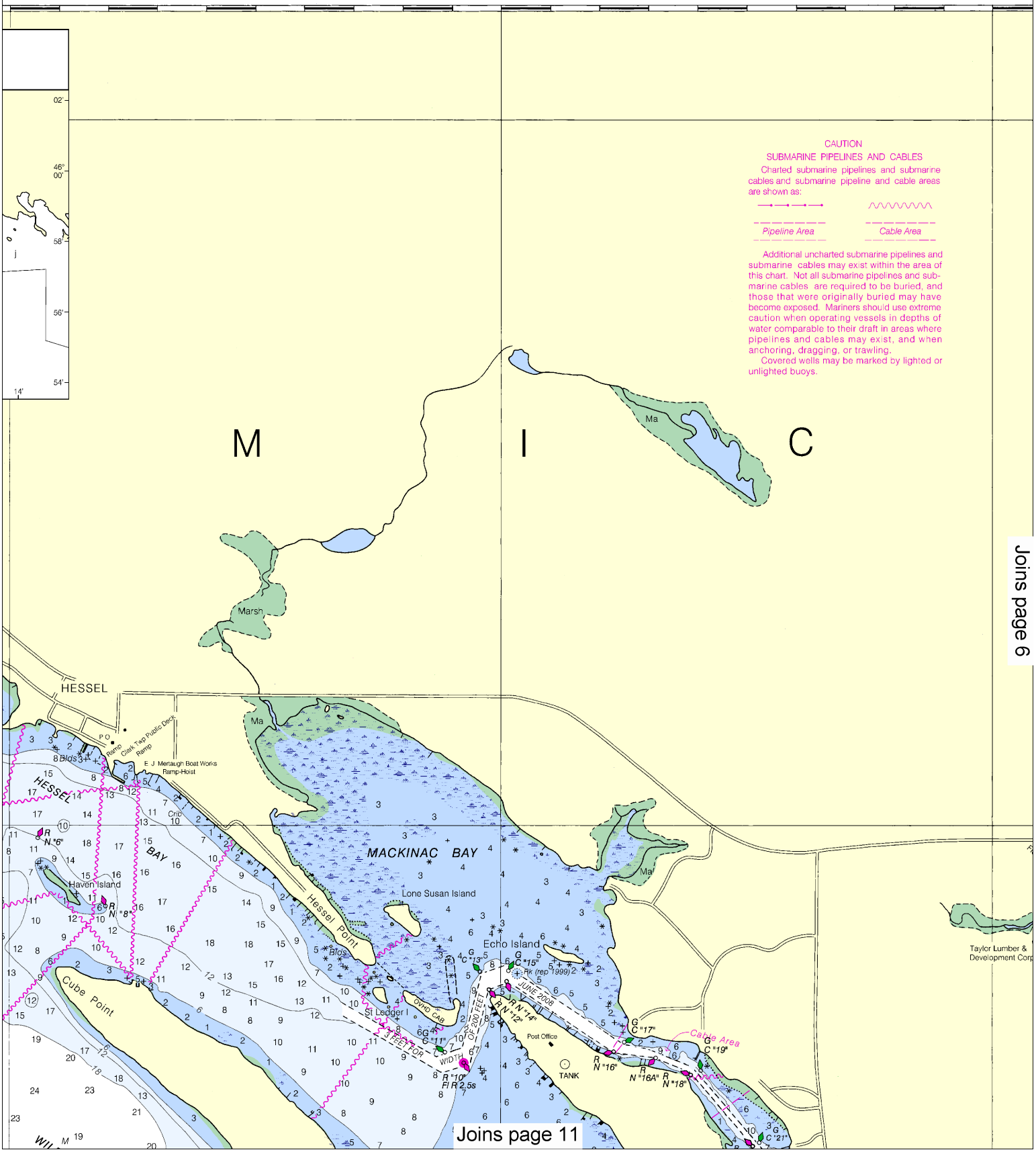
4

Note: Chart grid lines are aligned with true north.

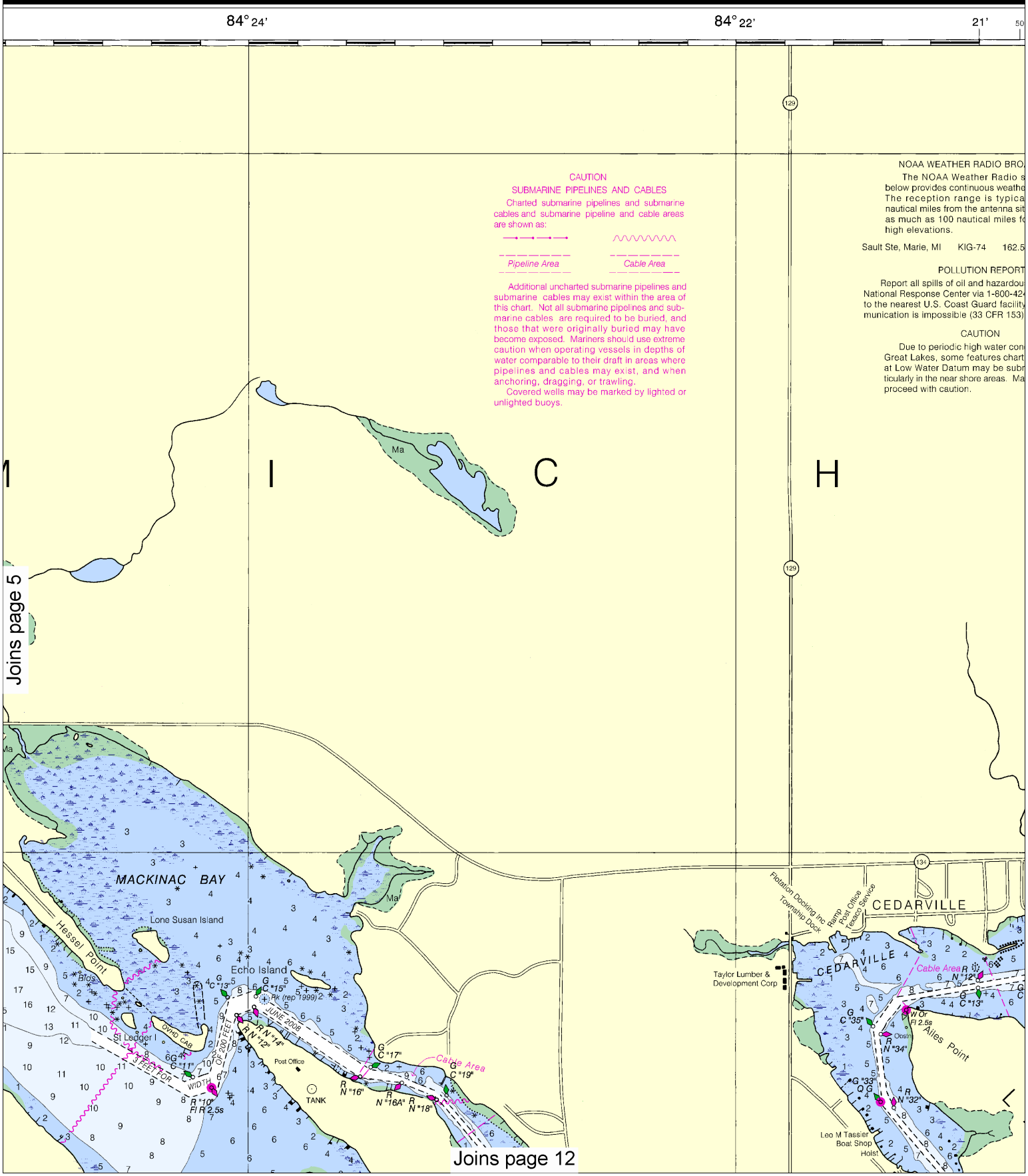
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 1 1½

Yards: 500 0 500 1000 1500 2000 2500



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500

84°20' 84°18'

LOGARITHMIC SPEED SCALE

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

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Mariners should

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SUPPLEMENTAL INFORMATION

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Refer to charted regulation section numbers.

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or untreated, into the waters. Commercial vessel s
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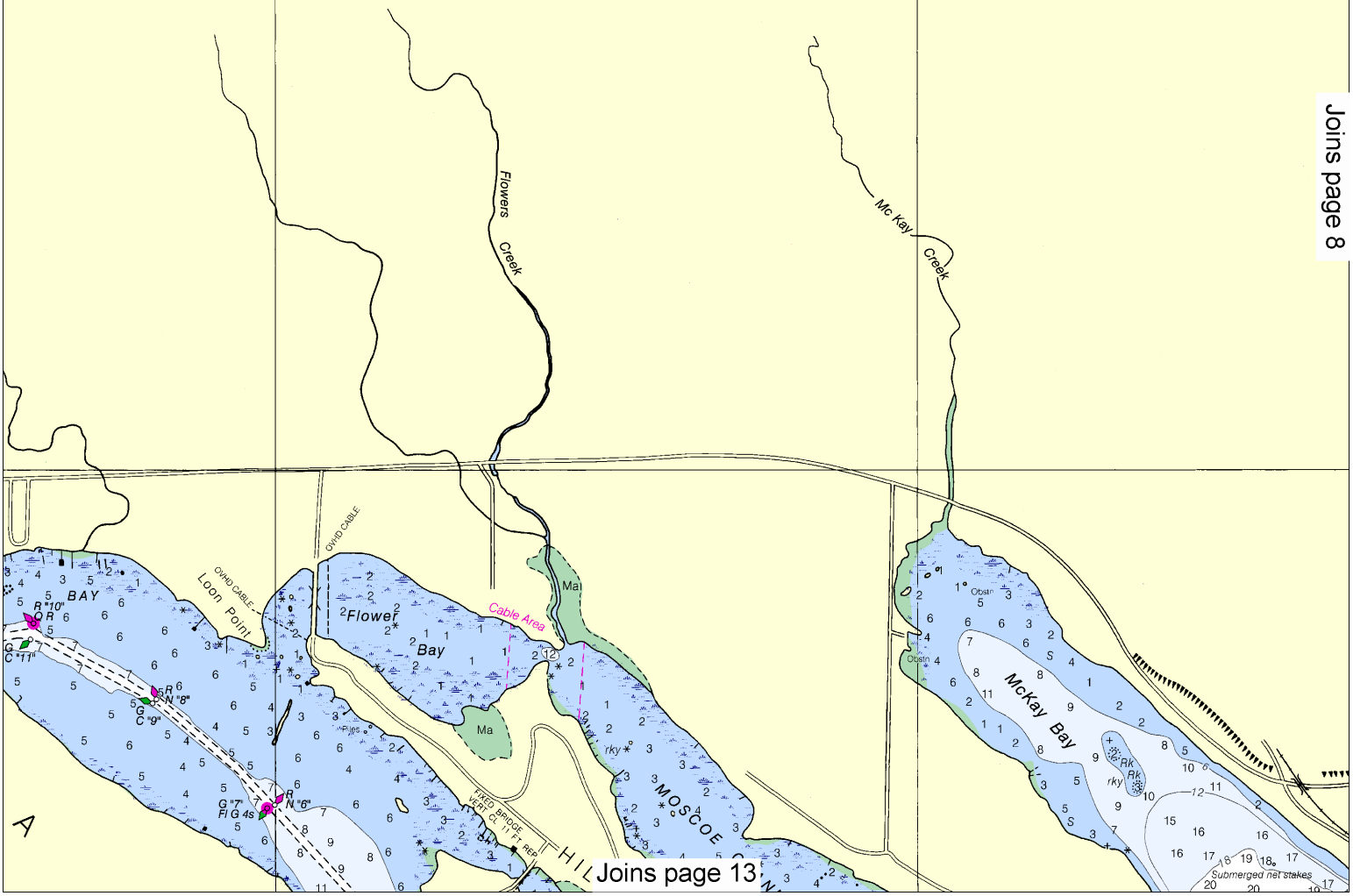
(treated or untreated) or install a holding tank. Regu
for the NDZ are contained in the U.S. Coast
Additional information concerning the regulatio
requirements may be obtained from the Environ
Protection Agency (EPA) web site: http://www.ep
owow/oceans/vessel_sewage/vsdnozone.html.

Ⓟ Pump-out facilities

I G A N



Joins page 8

Joins page 13

This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4712 11/20/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 1012 10/26/2012.

84° 18'

84° 16'

LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

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Ⓟ Pump-out facilities

G A N

Elevation in feet

+5 +4 +3 +2 +1 0 -1

Low levels s referen or belo pondin

Joins page 7

Flowers Creek

Mc Kay Creek

Bush Creek

Flower Bay

Cable Area

McKay Bay

MOSCOE CHANNEL

PORT DOLOMITE

Michigan Limestone Operations

Bush Bay

Submerged net stakes

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8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500

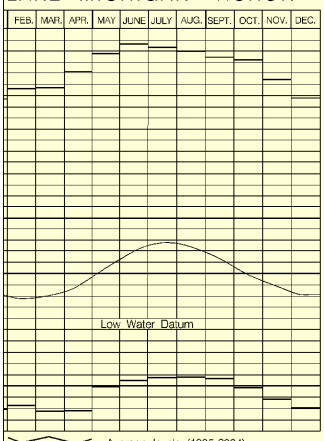
SOUNDINGS IN FEET

84° 14'

84° 12'

46° 02'

LAKE MICHIGAN - HURON



Average levels (1995-2004)

Extreme Levels (period of record)

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RADAR REFLECTORS

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NOAA

NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

U.S. DEPARTMENT OF COMMERCE

COAST SURVEY

UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

LES CHENEAUX ISLANDS

Polyconic Projection
Scale 1:20,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

Additional information can be obtained at nauticalcharts.noaa.gov.

NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....577.5ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).
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46° 00'

SCALE 1:20,000

Nautical Miles

½ 0 ½ 1 1½

Statute Miles

½ 0 ½ 1 1½

Yards

500 0 500 1000 1500 2000 2500

Meters

500 0 500 1000 1500 2000 2500

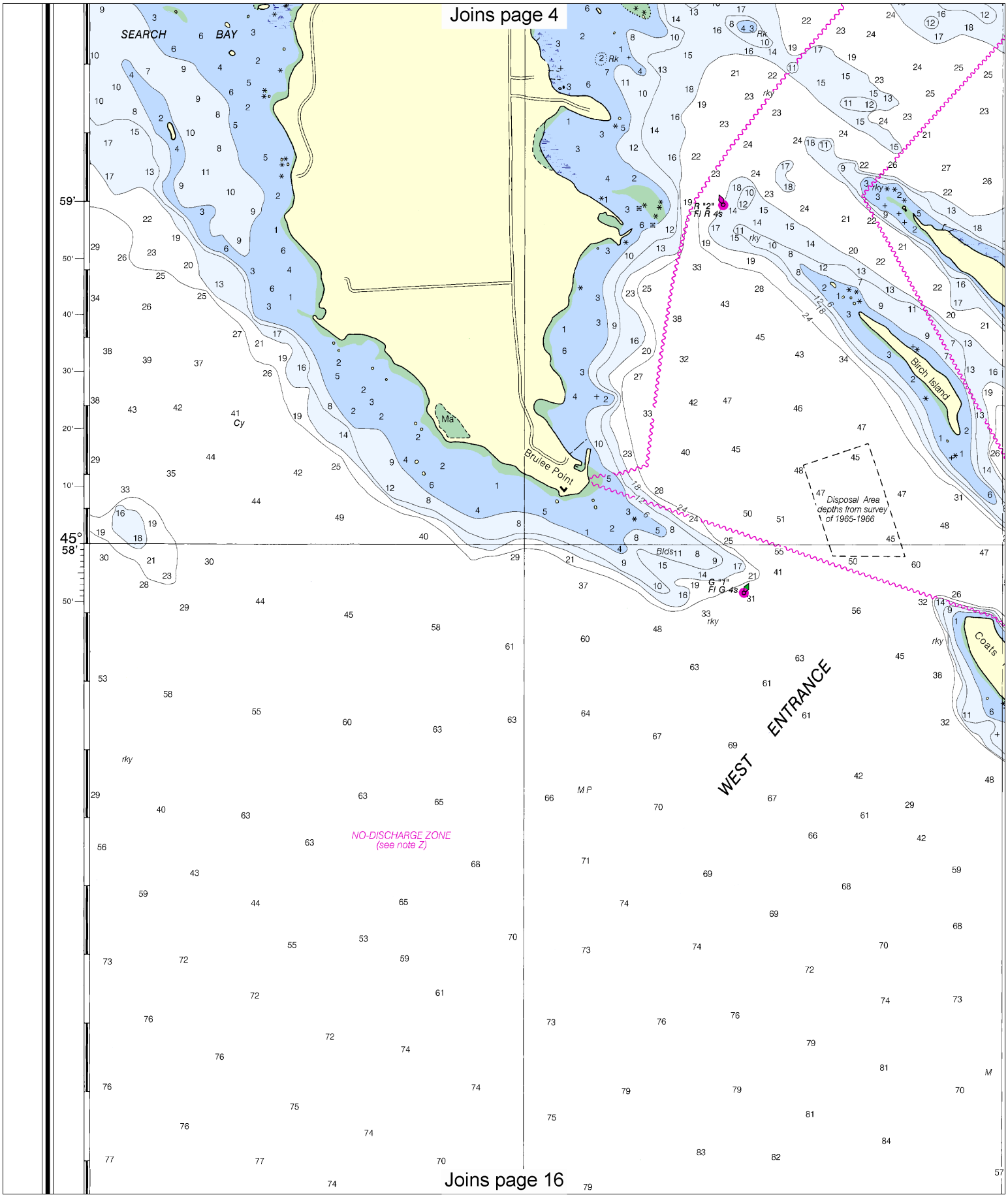
R RELAY MAST
2 Vert Lts
Strobe

Marsh

Marsh

Ma

Joins page 15

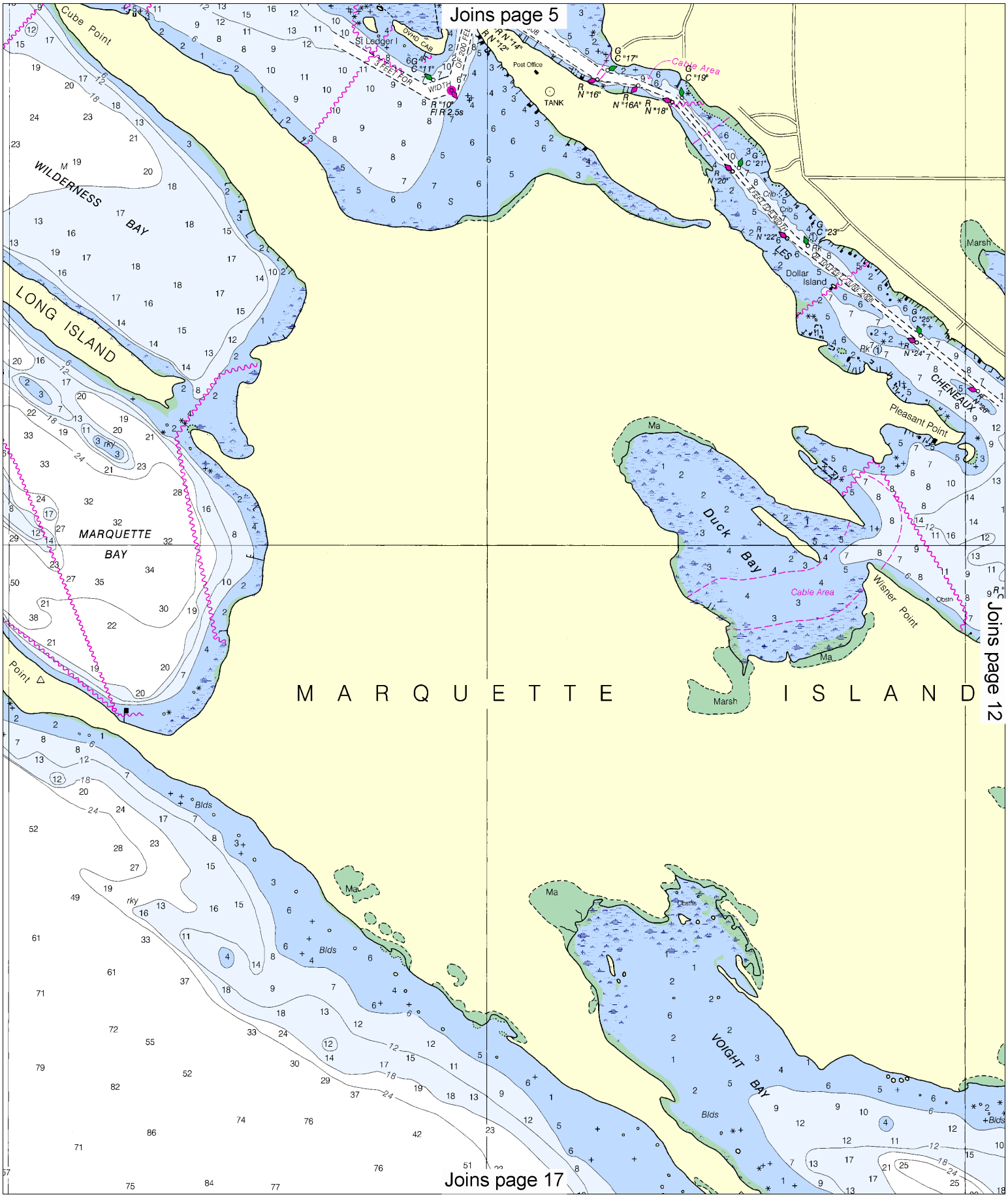


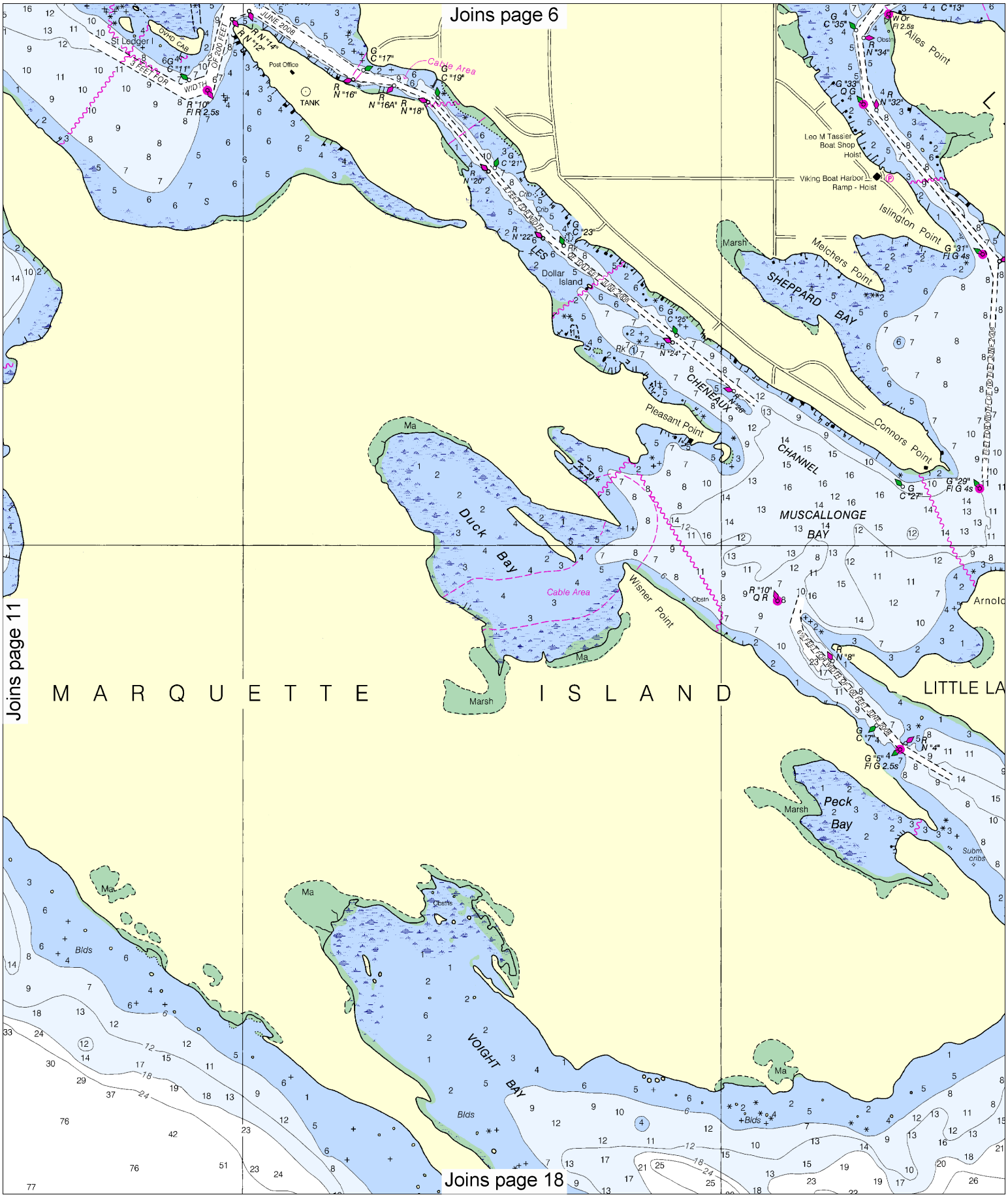
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 5
Cube Point
St Ledger I
Post Office
TANK
Cable Area
WILDERNESS BAY
LONG ISLAND
MARQUETTE BAY
Dollar Island
LES CHENEAUX
Pleasant Point
Duck Bay
Wisner Point
Point
MARQUETTE ISLAND
VOIGHT BAY
Marsh
Ma
Bldg
Joins page 12
Joins page 17

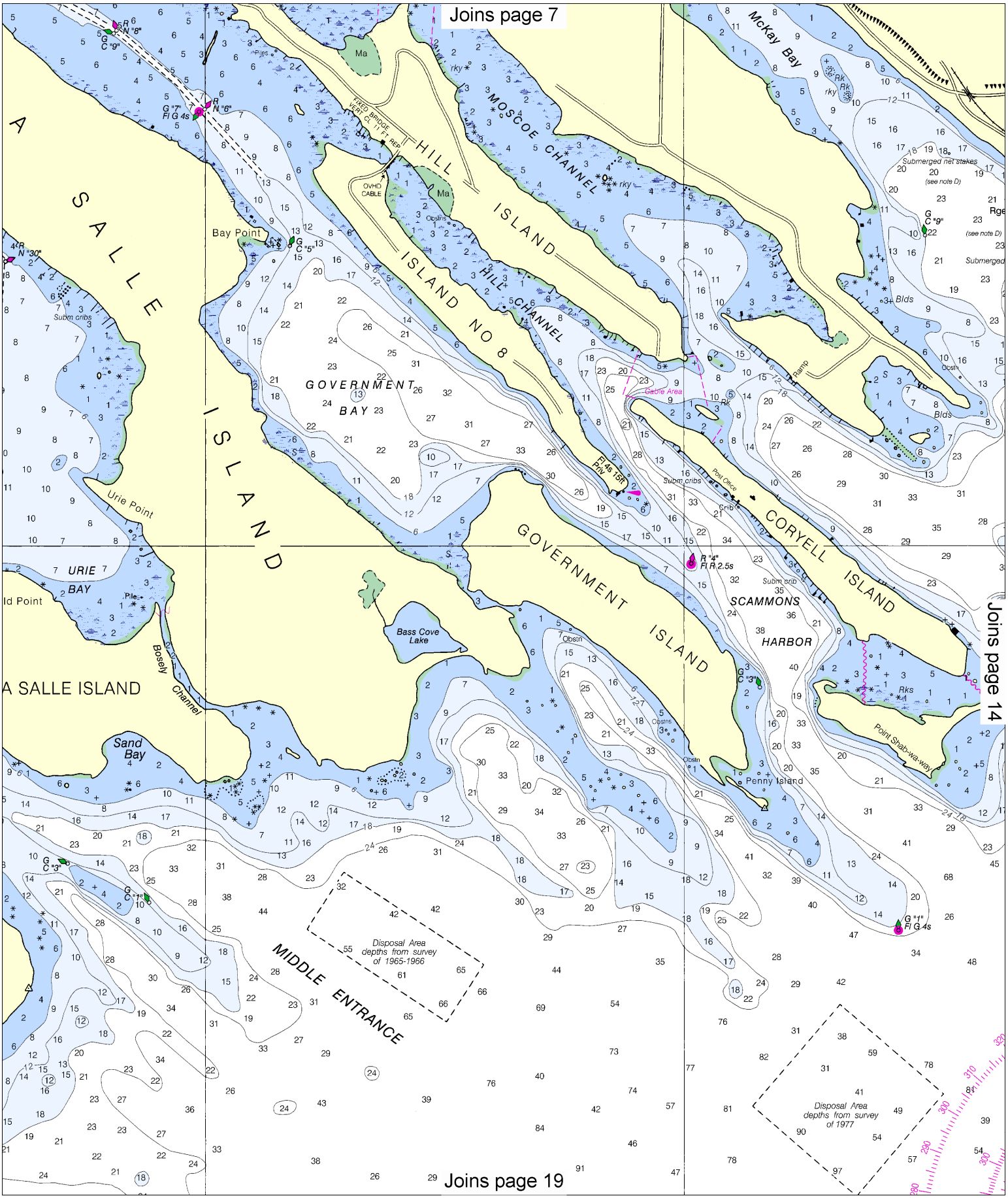


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 7
A SALLE ISLAND
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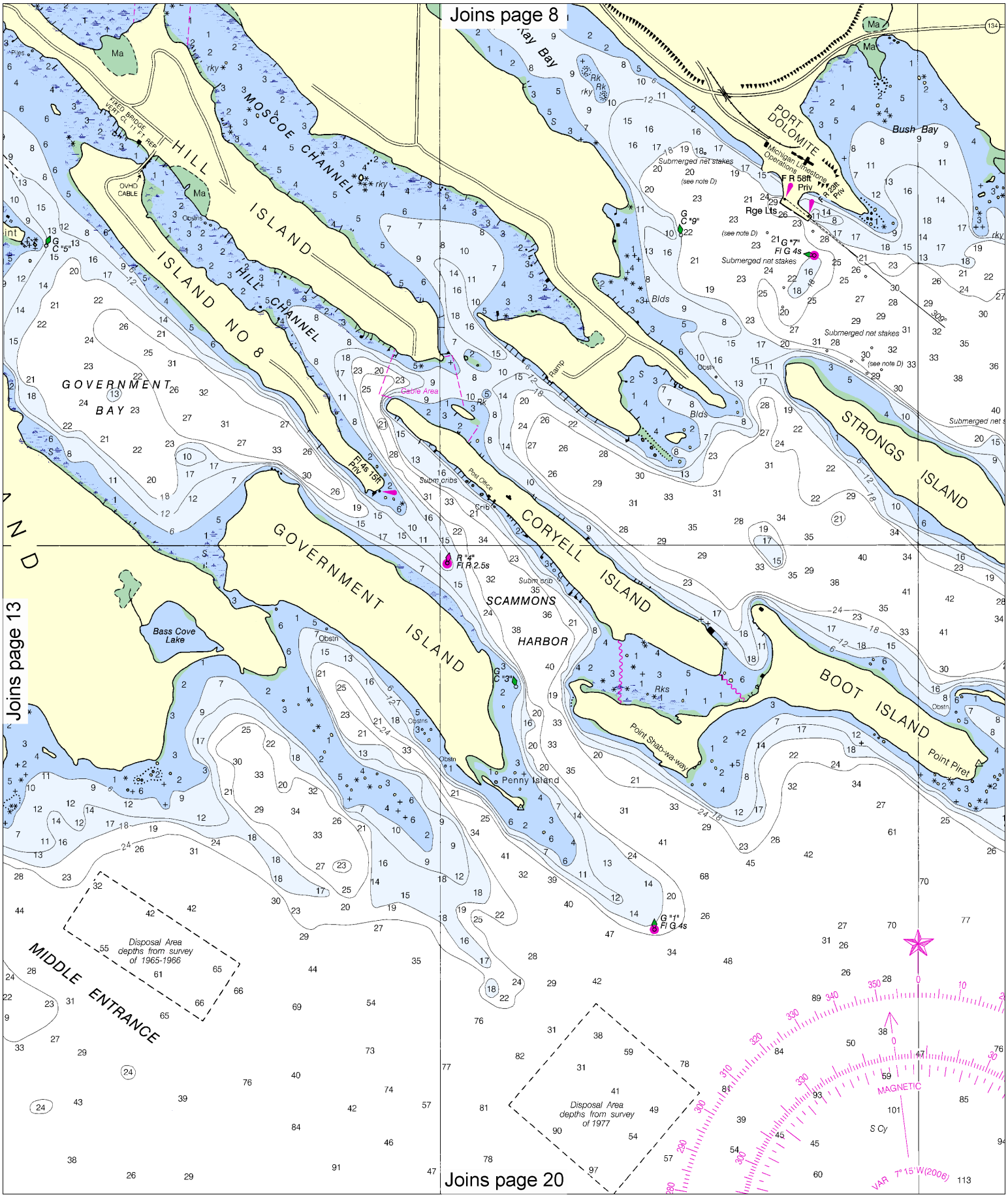
ISLAND NO 8
MOSCOE CHANNEL
HILL CHANNEL
McKay Bay
Bay Point
GOVERNMENT BAY
Urie Point
URIE BAY
Bosely Channel
Sand Bay
Bass Cove Lake
GOVERNMENT ISLAND
CORYELL ISLAND
SCAMMONS HARBOR
Penny Island
Point Shab-wa-way
MIDDLE ENTRANCE
Disposal Area depths from survey of 1965-1966
Disposal Area depths from survey of 1977
Joins page 14
Joins page 19



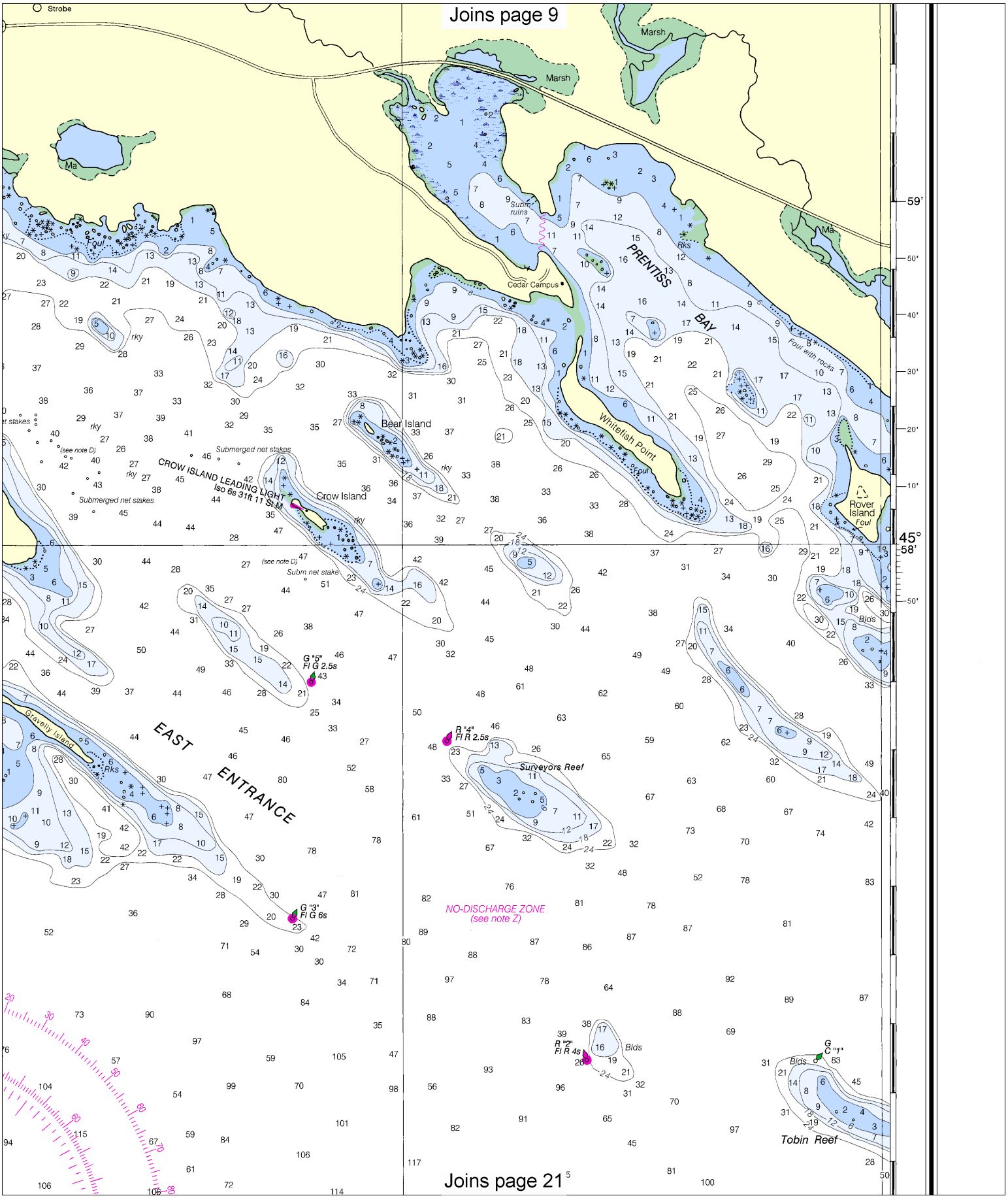
14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 9
Strobe
Marsh
Marsh
Ma
Ma
Foul
Subm ruins
Cedar Campus
PRENTISS BAY
Rks
Foul with rocks
Whitefish Point
Foul
Rover Island
Foul
Bear Island
Crow Island
CROW ISLAND LEADING LIGHT
Iso 6s 31ft 11 SM
Submerged net stakes
Submerged net stakes
Subm net stake
(see note D)
(see note D)
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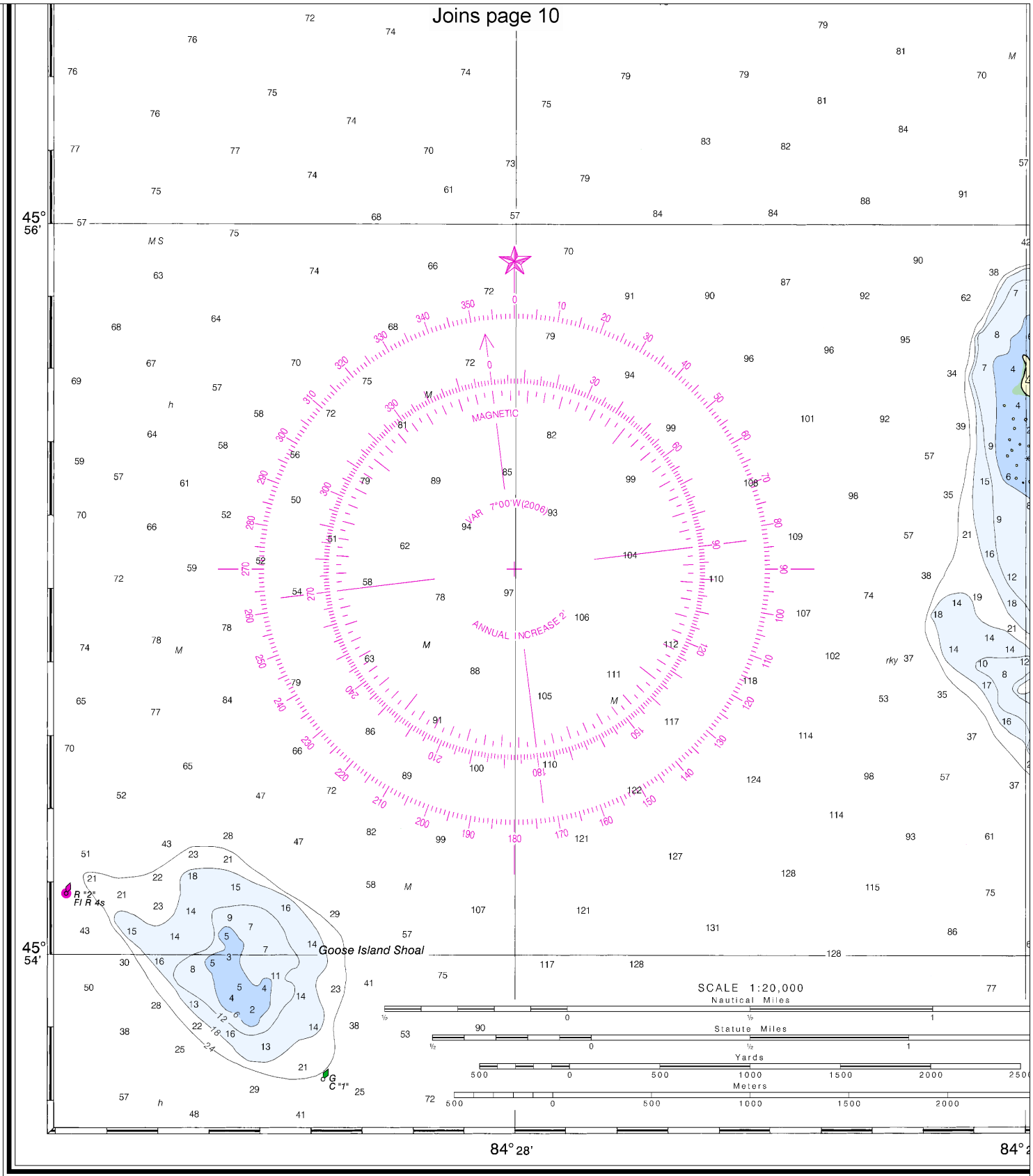
G "5"
Fl G 2.5s
R "4"
Fl R 2.5s
Surveyors Reef
EAST ENTRANCE
Gravelly Island
Rks
G "3"
Fl G 6s
NO-DISCHARGE ZONE
(see note Z)
R "2"
Fl R 4s
Blds
Blds
Blds
G
C "1"
Tobin Reef
59'
50'
40'
30'
20'
10'
45°
58'
50'
Joins page 21



21st Ed., Feb./ 06 ■ Corrected through NM Feb. 04/06
Corrected through LNM Jan. 31/06

14885

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe n
Ocean Service encourages users to submit corrections, addi
improving this chart to the Chief, Marine Chart Division (N
Service, NOAA, Silver Spring, Maryland 20910-3282.

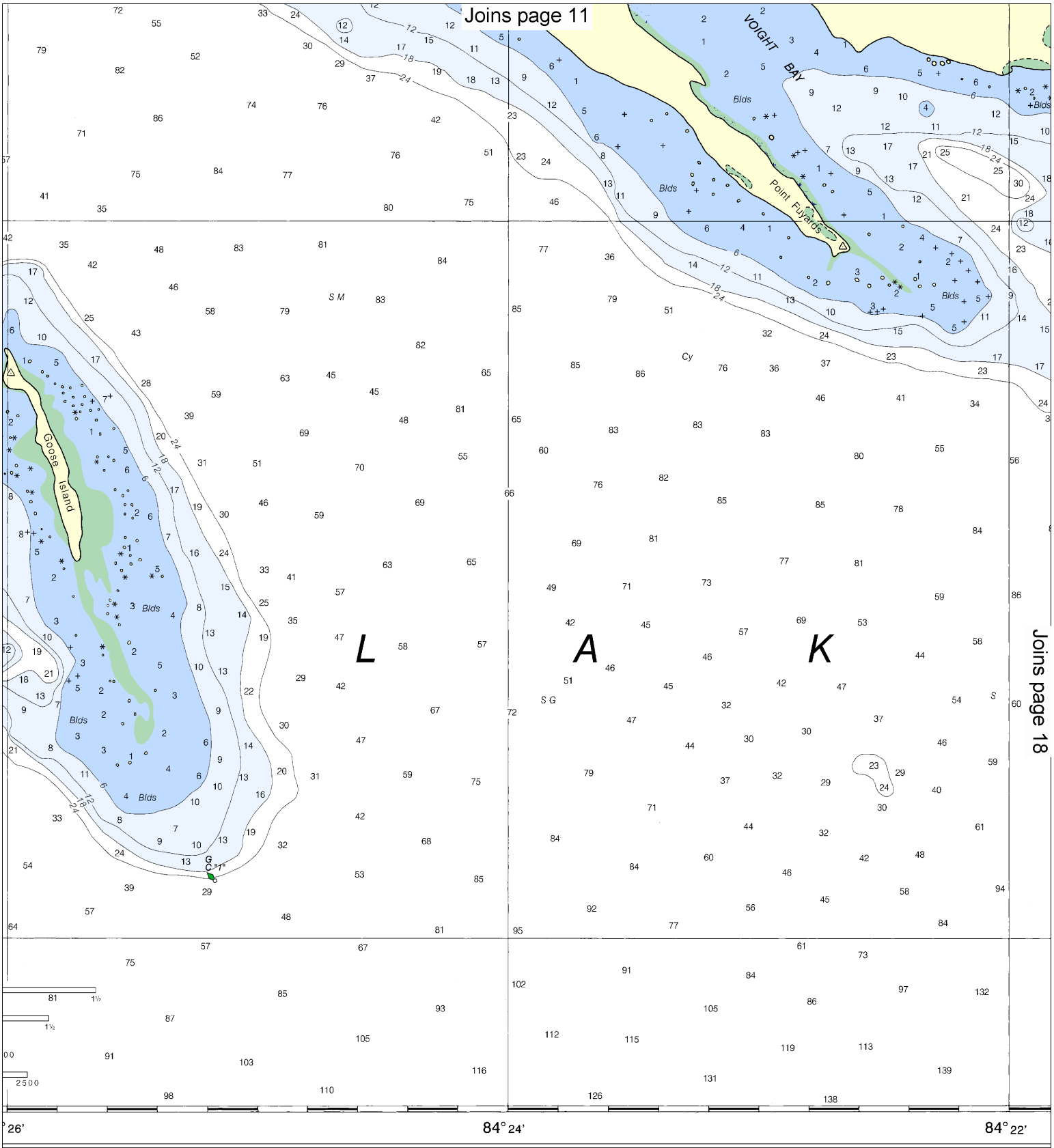
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500



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ditions, or comments for
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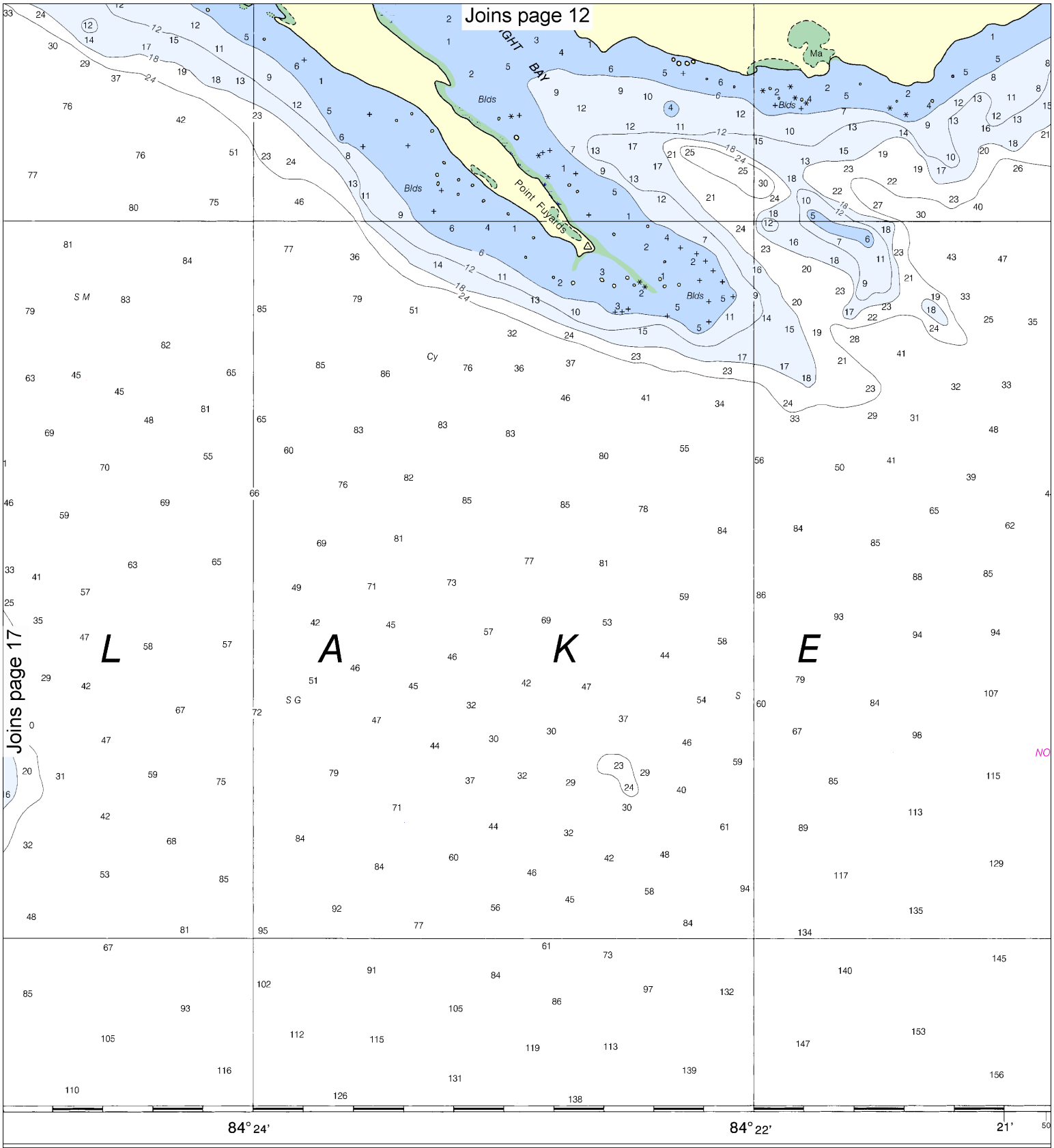
SOUNDINGS IN FEET



SOUNDINGS IN FEET

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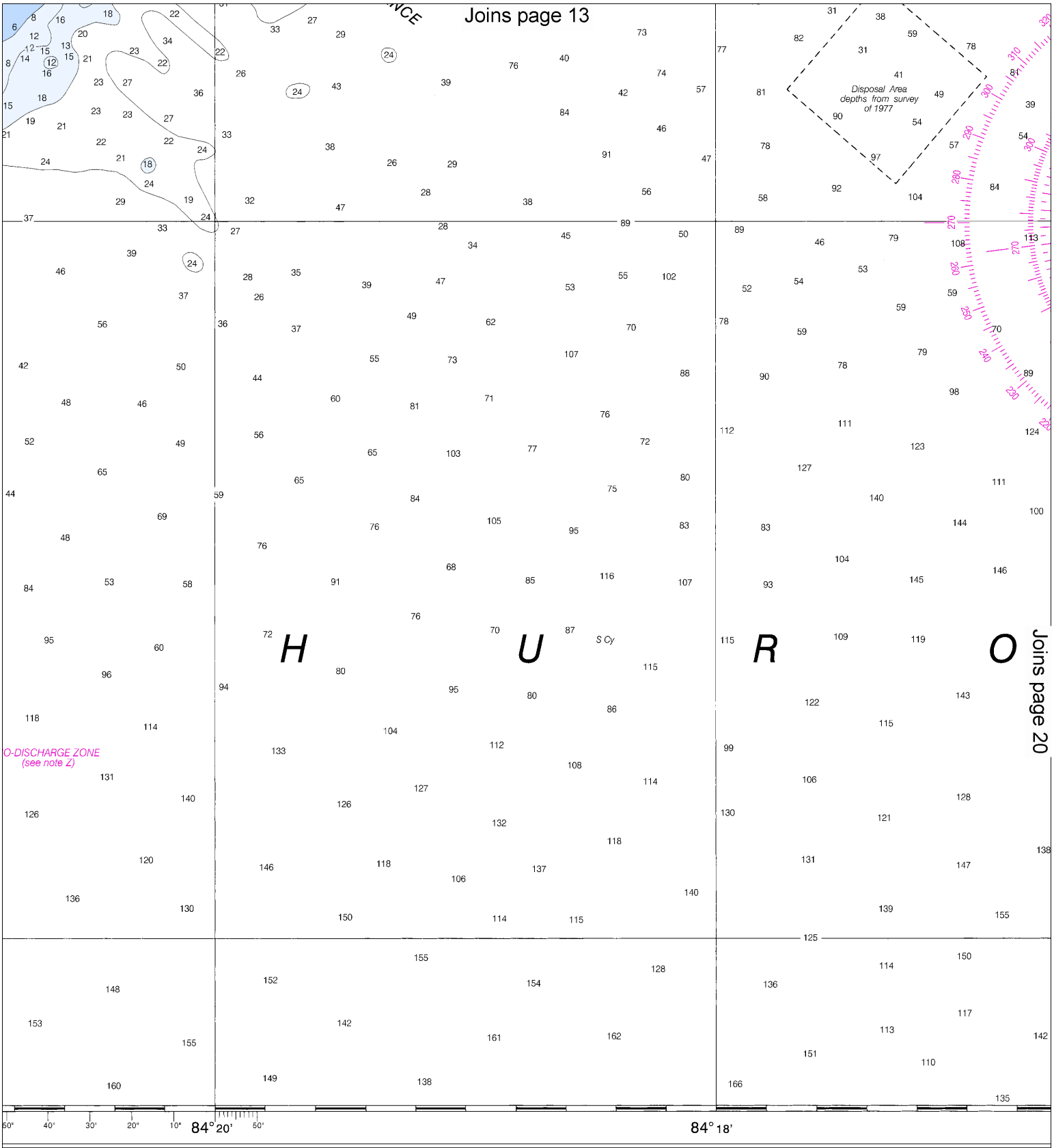
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500



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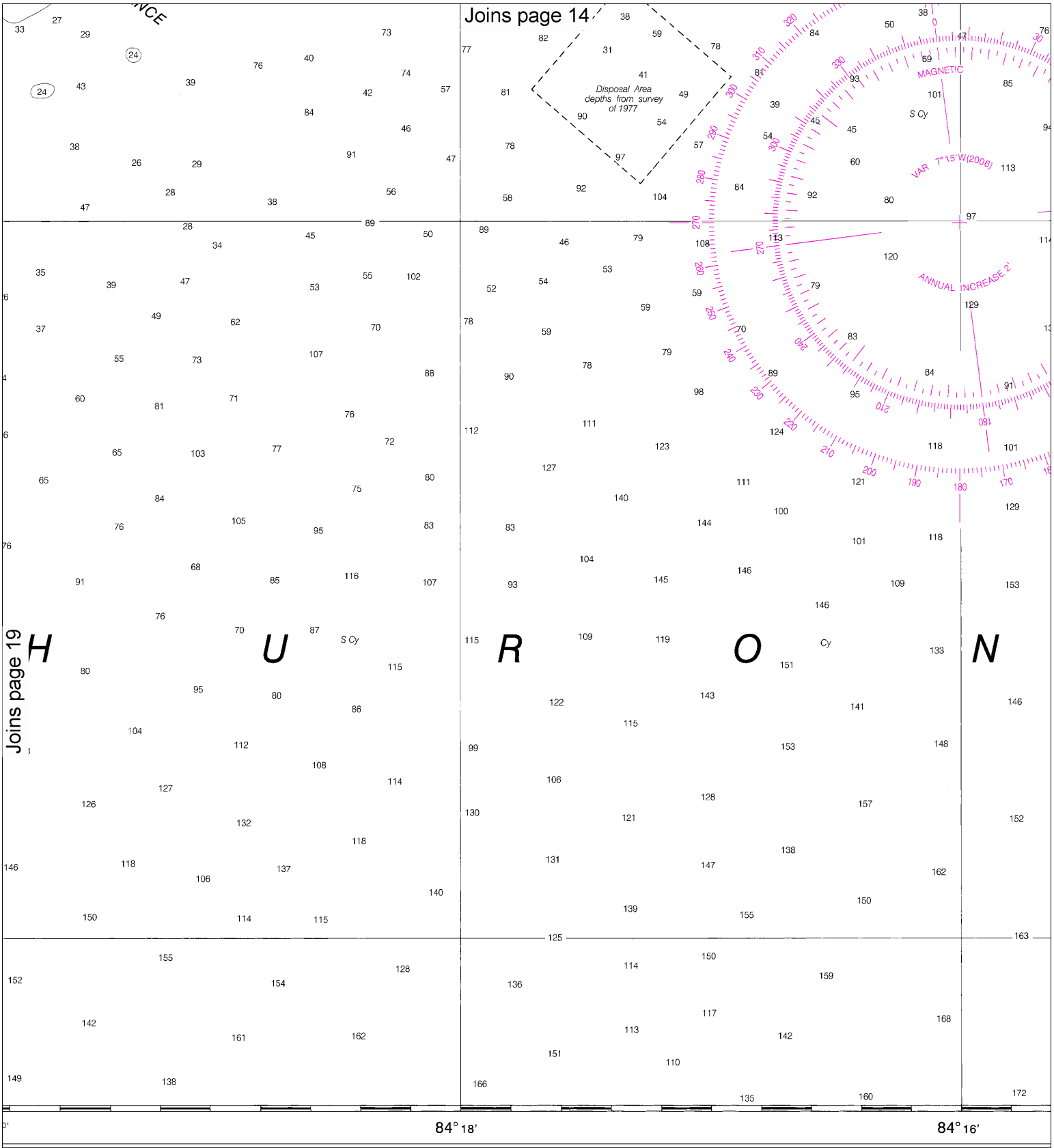

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Note: Chart grid lines are aligned with true north.

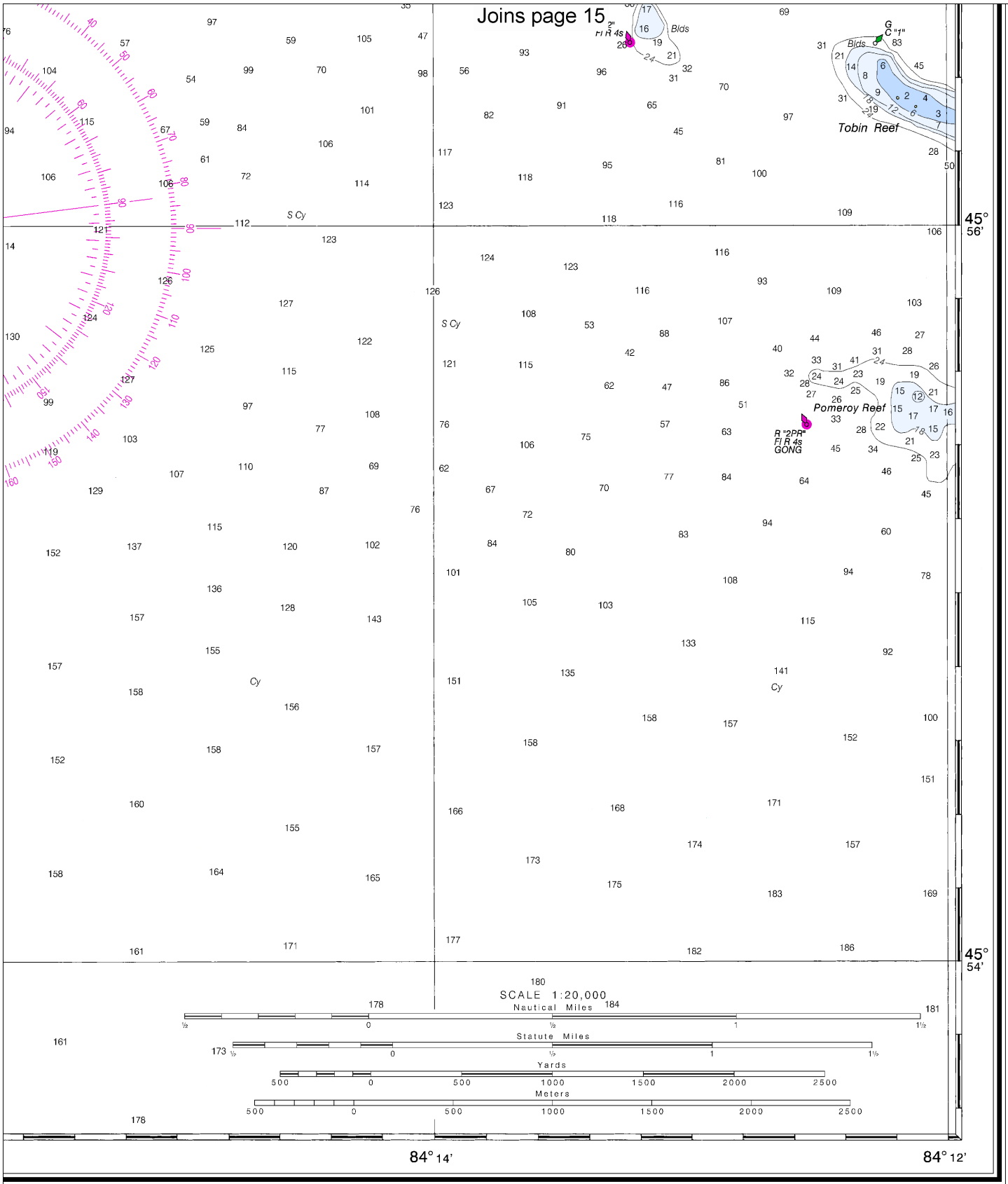
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Les Cheneaux Islands

SOUNDINGS IN FEET - SCALE 1:20,000

14885

ED. NO. 21
NSN 7642014010683
NGA REFERENCE NO. 14XHA14885

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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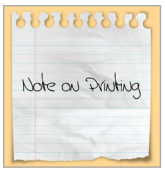

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